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Influence of State Borrowing on Commercial Crises," is followed by one on "The State in Relation to Railways"—one of the best in the book—by Mr. W. M. Acworth, who gives an admirable account of the policies pursued by some of the most advanced States in regard to this means of communication. Mr. Acworth is too sensible a man and too expert an authority on railway history and policy to advocate the giving of a free hand to the owners of railway property. While on the one hand he objects to State ownership of railways, he advocates a wide measure of State control. The last controversial paper is a temperate one by the editor, dealing with "The Interest of the Working Class in Free Exchange." Mr. Mackay contends that what free mintage is to bullion, free exchange may become to labor. Just as the right of mintage assures to gold its market, so he believes free exchange may guarantee to labor steady employment and wages. But his desideratum of free exchange implies the removal of all fetters upon private enterprise and the abandonment of labor combinations. It is more than questionable whether the working classes will venture to make the experiment, considering the price and risk. Mr. Bernard Mallot contributes a paper on "The Principle on Progression in Taxation," and the Hon. A. Lytle describes the state of the English law regarding trade combinations. The last two essays cannot be regarded as pertinent to the main argument of the volume, though they possess a value of their own.

What has been said may be regarded as censorious. It is not, indeed, so intended. The book itself invites such objections as have been taken. Let us have defences of individualism and indictments of socialism by all means, but let them at any rate be informed by the true scholarly spirit. Above all things, when the teachings and practice of socialism are arraigned, let the subject at any rate be taken seriously. Mere ridicule and abuse will never convince socialists of the error of their ways. "A Policy of Free Exchange" is faulty in this respect, though it is right to add that the blame should not fall equally upon its writers, some of whom fulfill every requirement of fair and scientific dialectic. It is very likely that if the whole book had been written by any one of several who might be named among the essayists who have worked collectively, a formidable case against the views arraigned would have been made out. But as it stands the work fails to accomplish the task which its able editor set himself.

WILLIAM HARBUTT DAWSON.

Housing of the Poor in American Cities. By MARCUS T. REYNOLDS, A. M. Pp. 132. Price, \$1.00. Publications of the American Economic Association. Vol. VIII, Nos. 2 and 3. Ithaca, N. Y.: 1893.

The prize essay by Marcus T. Reynolds on the Housing of the Poor in American Cities comprises a systematic statement of the evils of the tenement-house system, as exemplified especially in New York City, and a fair-minded account of the leading reform movements which have been accomplished or proposed.

Expropriation of the most unwholesome tenement districts by State authority has proved an effective, though costly, method of reform in England and on the Continent, but its adoption in America is not recommended by the author. In this country it is chiefly in the line of sanitary regulation that State activity has been brought to bear upon the tenement-house problem, and in this direction New York leads the world. "The great improvement caused by these regulations may be seen by comparing the mortality in the tenements of New York in 1869, when it was 28.35, with that of 1888, when it had fallen to 22.71."

A chapter headed the "Reformation of Existing Buildings" gives a brief account of the successful and suggestive work of Octavia Hill in London, of Miss Collins in New York, Mrs. Lincoln in Boston, and Miss Wright in Philadelphia.

A number of plans are given of improved tenements for single lots but the conclusion is reached "that complete success cannot attend any effort to provide our poor with clean, healthy homes upon the lines of the single tenement. It is in the great model tenements, therefore, that the author's chief interest seems to lie. These model tenements have originated from philanthropic motives, but have seldom failed to yield a fair return upon the capital invested. Enterprises of this kind seem to have started with the Peabody gift in 1862. In 1891 the Peabody buildings were providing homes for 20,462 of London's poor at an average rent for each dwelling of 4s. 9¼d. per week. The Improved Industrial Dwellings Company, under the management of Sir Sidney Waterlow, controls the homes of about 30,000 persons. The movement was promoted in America by Mr. Alfred T. White, under whose leadership the Home Buildings were opened in Brooklyn in 1877. Since that time a number of model tenement companies have been established in American cities. "The Peabody Fund, the Improved Industrial Dwellings and other companies in England, the Improved Dwellings Company of Brooklyn, the Tenement House Building Company and the Improved Dwelling Association in New York, the Beneficent Building Association and the many houses erected in Philadelphia by Mr. Theodore Starr, all offer a practical demonstration that 'Philanthropy and five per cent' represents an accomplished fact. It must be well understood that the success of these companies is due to their strict observance of business principles.

There should be nothing in the management of such buildings which savors of charity in any way, or the better class of tenants will be driven away, and those who remain will do so at the cost of self-respect."

Numerous drawings show the course of improvement in the construction of tenement houses and detailed plans are given of some of the latest buildings.

In the closing chapter the author outlines a new plan for the relief of poverty. He finds that the possible margin of savings is largely absorbed by the practice of buying the necessities of life in very small quantities at the little corner shops. It is proposed to avoid the high prices of such petty trade, as well as the unhealthful conditions of housekeeping in one room, by instituting the "boarding tenement." The author seems to have overlooked the fact that the difficulty of being suited and of utilizing the time and energy which is released from the cares of housekeeping makes boarding an expensive and often demoralizing mode of life. This consideration is especially applicable to poor people.

DAVID I. GREEN.

A Critical History of Modern English Jurisprudence. A Study in Logic, Politics and Morality. By GEORGE H. SMITH. Pp. 83. San Francisco: Bacon Printing Co., 1893.

This little work is an introduction merely to a larger work contemplated by the author. It is partly an attempt to explain what is meant by a "natural right," and a criticism from the standpoint of one who believes in "natural rights" of other systems. Thus we have chapters on Hobbes' Theory of Jurisprudence, on Bentham's and Austin's Theory, and on Mill's Utilitarianism. But the most interesting part is the last chapter, which more fully explains the author's own ideas. He starts (p. 5) with the hypothesis that there exists in every one natural rights. These rights exist independently of his rights in the legal sense, *i. e.*, of statutes and customs. The fundamental problem then of all political science is not to determine those rules of public or private law which are most conducive to the happiness of the people, or foster most their progressive qualities, but to "determine the nature and extent of human rights." Law becomes, strictly speaking, an art which directs itself to the discovery of how best to realize the natural right. But what is "natural right?" To this we can find no satisfactory answer that will place the validity of the "rights" in question on any higher ground than the assertion of the writer. For instance, he asserts that what is a fundamental legal right is a moral question, and therefore infers that in order to determine the question of right, we